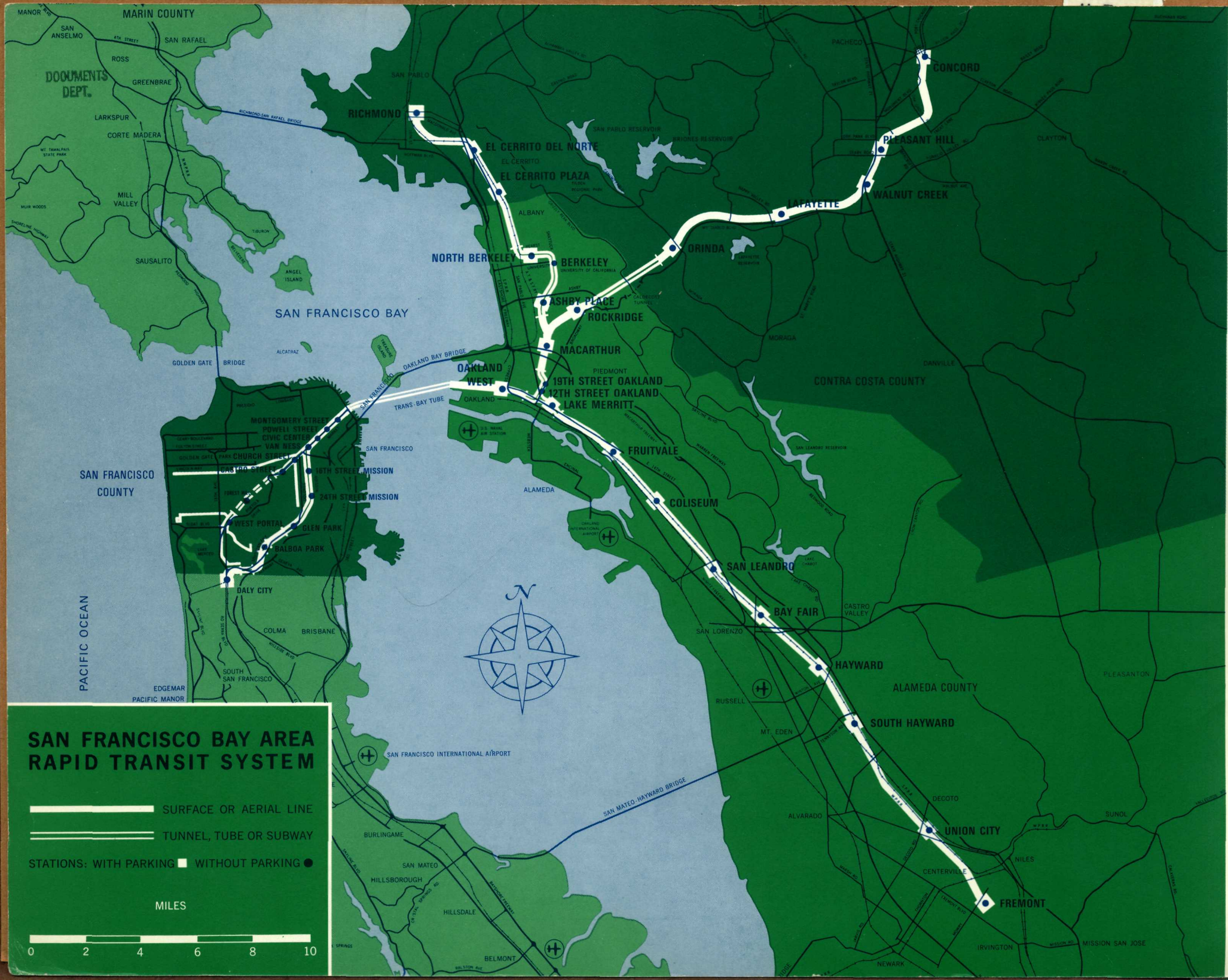
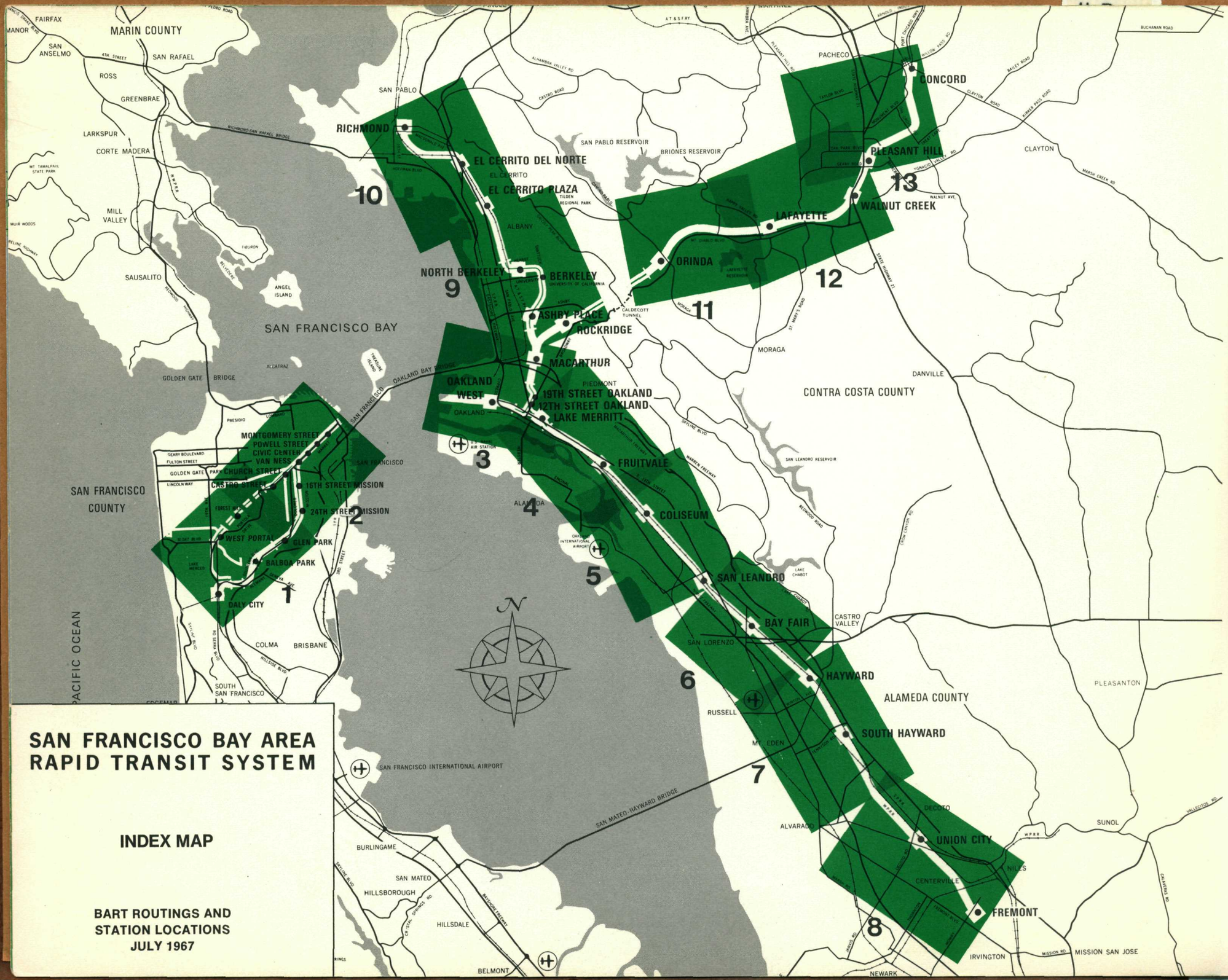
SAN FRANCISCO BAY AREA RAPID TRANSIT: AN INVESTMENT IN THE FUTURE,


MARIN COUNTY
SAN ANSELMO
SAN RAFAEL
ROSS
GREENBRAE
LARKSPUR
CORTE MADERA
MILL VALLEY
SAUSALITO
ANGEL ISLAND
TIBURON
DOCUMENTS DEPT.
SAN FRANCISCO BAY
GOLDEN GATE BRIDGE
ALCATRAZ
RICHMOND-SAN RAFAEL BRIDGE
RICHMOND
SAN PABLO
EL CERRITO DEL NORTE
EL CERRITO PLAZA
ALBANY
NORTH BERKELEY
BERKELEY
UNIVERSITY OF CALIFORNIA
ASHBY PLACE
ROCKRIDGE
MACARTHUR
PIEDMONT
OAKLAND BAY BRIDGE
OAKLAND WEST
19TH STREET OAKLAND
12TH STREET OAKLAND
LAKE MERRITT
OAKLAND
TRANS-BAY TUBE
SAN FRANCISCO
MONTGOMERY STREET
POWELL STREET
CIVIC CENTER
VAN NESS
CHURCH STREET
16TH STREET MISSION
24TH STREET MISSION
SAN FRANCISCO COUNTY
WEST PORTAL
GLEN PARK
BALBOA PARK
DALY CITY
COLMA
BRISBANE
SOUTH SAN FRANCISCO
EDGEMAR
PACIFIC MANOR
PACIFIC OCEAN
FRUITVALE
ALAMEDA
COLISEUM
SAN LEANDRO
BAY FAIR
SAN LORENZO
CASTRO VALLEY
HAYWARD
ALAMEDA COUNTY
RUSSELL
MT. EDEN
SOUTH HAYWARD
SAN FRANCISCO INTERNATIONAL AIRPORT
SAN MATEO-HAYWARD BRIDGE
BURLINGAME
SAN MATEO
HILLSBOROUGH
HILLSDALE
BELMONT
ALVARADO
DECOTO
UNION CITY
CENTERVILLE
NILES
FREMONT
IRVINGTON
MISSION SAN JOSE
NEWARK
SUNOL
PLEASANTON
CONCORD
PACHECO
PLEASANT HILL
CLAYTON
WALNUT CREEK
LAFAYETTE
ORINDA
MORAGA
DANVILLE
CONTRA COSTA COUNTY
SAN PABLO RESERVOIR
ORINDA RESERVOIR
LAFAYETTE RESERVOIR
SAN LEANDRO RESERVOIR
LAKE CHABOT
N
SAN FRANCISCO BAY AREA
RAPID TRANSIT SYSTEM
SURFACE OR AERIAL LINE
TUNNEL, TUBE OR SUBWAY
STATIONS: WITH PARKING ■ WITHOUT PARKING ●
MILES
0 2 4 6 8 10

The Bay Area's rapid transit investment is unfolding now with construction of the system. Initial passenger service will begin very shortly. □ Rapid transit promises a new dimension in regional travel convenience and relief from traffic congestion. □ Already, it is causing a sweeping metropolitan development and is stimulating the economy. □ All of the routings and station sites have been fixed. They offer unparalleled individual investment opportunities. □ For motorists and commuters rapid transit is the promise of easier travel. For homeowners it is an opportunity to share in increasing property values. □ For all citizens it is a way to prevent urban sprawl and reduce tax expenditures for less effective traffic congestion remedies. □ Rapid transit also is the creator of countless new opportunities for individuals. Working residents will be given a wider choice of jobs or homes. Students will be able to choose from a greater number of schools in the region. Social and recreational opportunities will be greatly expanded throughout the three counties.


MARIN COUNTY
SAN FRANCISCO BAY
SAN FRANCISCO COUNTY
CONTRA COSTA COUNTY
ALAMEDA COUNTY
PACIFIC OCEAN
SAN FRANCISCO INTERNATIONAL AIRPORT
OAKLAND INTERNATIONAL AIRPORT
OAKLAND AIR STATION
RICHMOND
EL CERRITO DEL NORTE
EL CERRITO PLAZA
NORTH BERKELEY
BERKELEY
ASHBY PLACE
ROCKRIDGE
MACARTHUR
OAKLAND WEST
19TH STREET OAKLAND
12TH STREET OAKLAND
LAKE MERRITT
FRUITVALE
COLISEUM
SAN LEANDRO
BAY FAIR
HAYWARD
SOUTH HAYWARD
UNION CITY
FREMONT
CONCORD
PLEASANT HILL
WALNUT CREEK
LAFAYETTE
ORINDA
MONTGOMERY STREET
POWELL STREET
CIVIC CENTER
VAN NESS
CHURCH STREET
CASTRO STREET
16TH STREET MISSION
24TH STREET MISSION
GLEN PARK
BALBOA PARK
WEST PORTAL
DALY CITY
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2
3
4
5
6
7
8
9
10
11
12
13
SAN FRANCISCO BAY AREA
RAPID TRANSIT SYSTEM
INDEX MAP
BART ROUTINGS AND
STATION LOCATIONS
JULY 1967

MAPS COURTESY OF CALIFORNIA STATE AUTOMOBILE ASSOCIATION


2
CASTRO ST.
CHURCH ST.
VAN NESS
CIVIC CENTER
POWELL ST.
MONTGOMERY ST.
MARKET
16TH ST. MISSION
24TH ST. MISSION
THE EMBARCADERO
China Basin
Central Basin
Mission Rock
FREEWAY
JAMES LICK SKYWAY


MACARTHUR STATION & PARKING AREA
OAKLAND WEST STATION & PARKING AREA
3
MACARTHUR
OAKLAND WEST
19TH ST. OAKLAND
12TH ST. OAKLAND
LAKE MERRITT
INNER HARBOR
OAKLAND ALAMEDA
U.S. NAVAL SUPPLY CENTER
ALAMEDA FACILITY NAVAL SUPPLY CENTER
COLLEGE OF (UNDER CONST.)
GOVERNMENT ISLAND
U.S. COAST GUARD
Brooklyn Basin
Lake Merritt
N

4

LAKE MERRITT STATION & PARKING AREA

FRUITVALE STATION & PARKING AREA

Lake Merritt

LAKE MERRITT

HARBOR

Brooklyn Basin

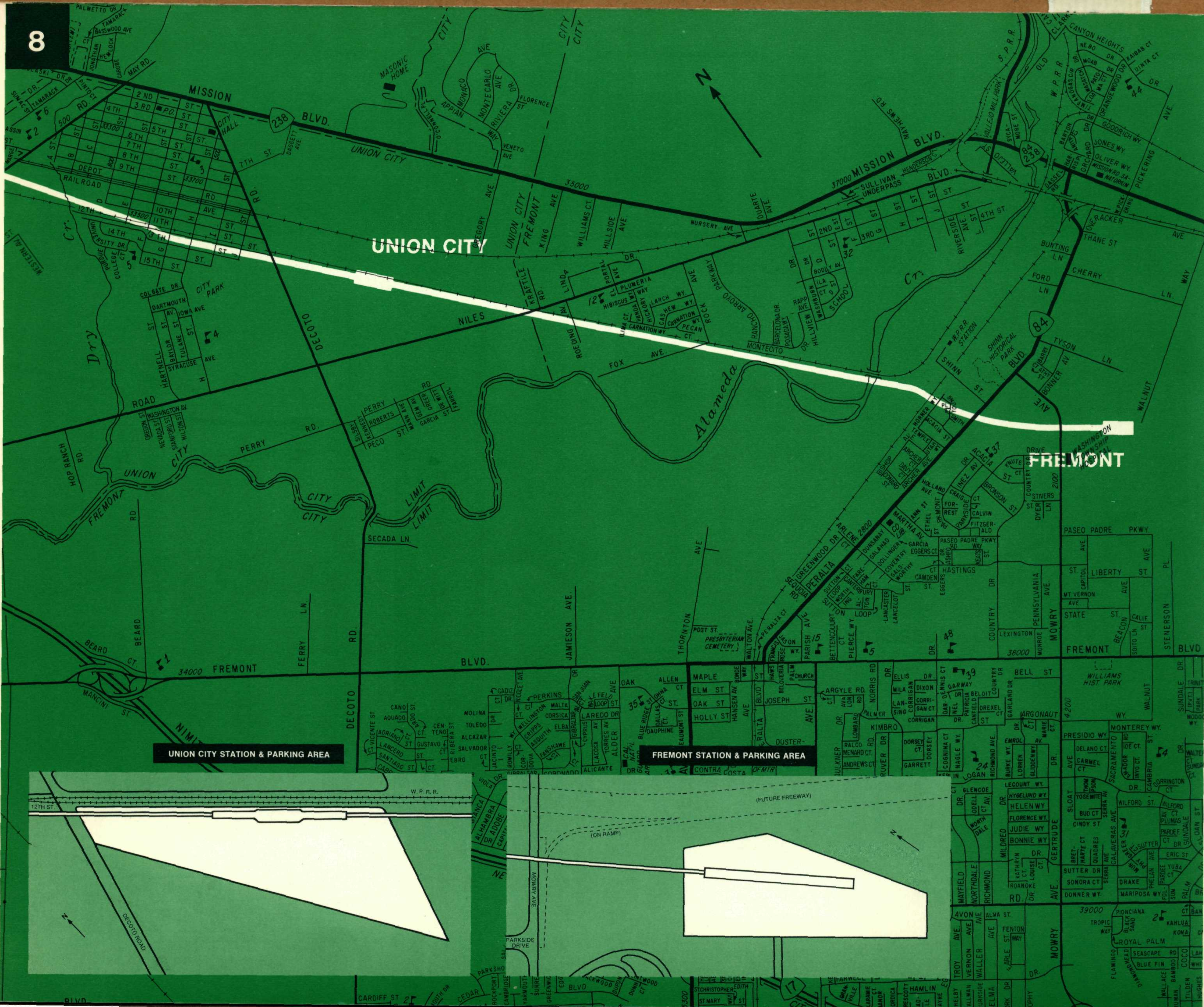
FRUITVALE

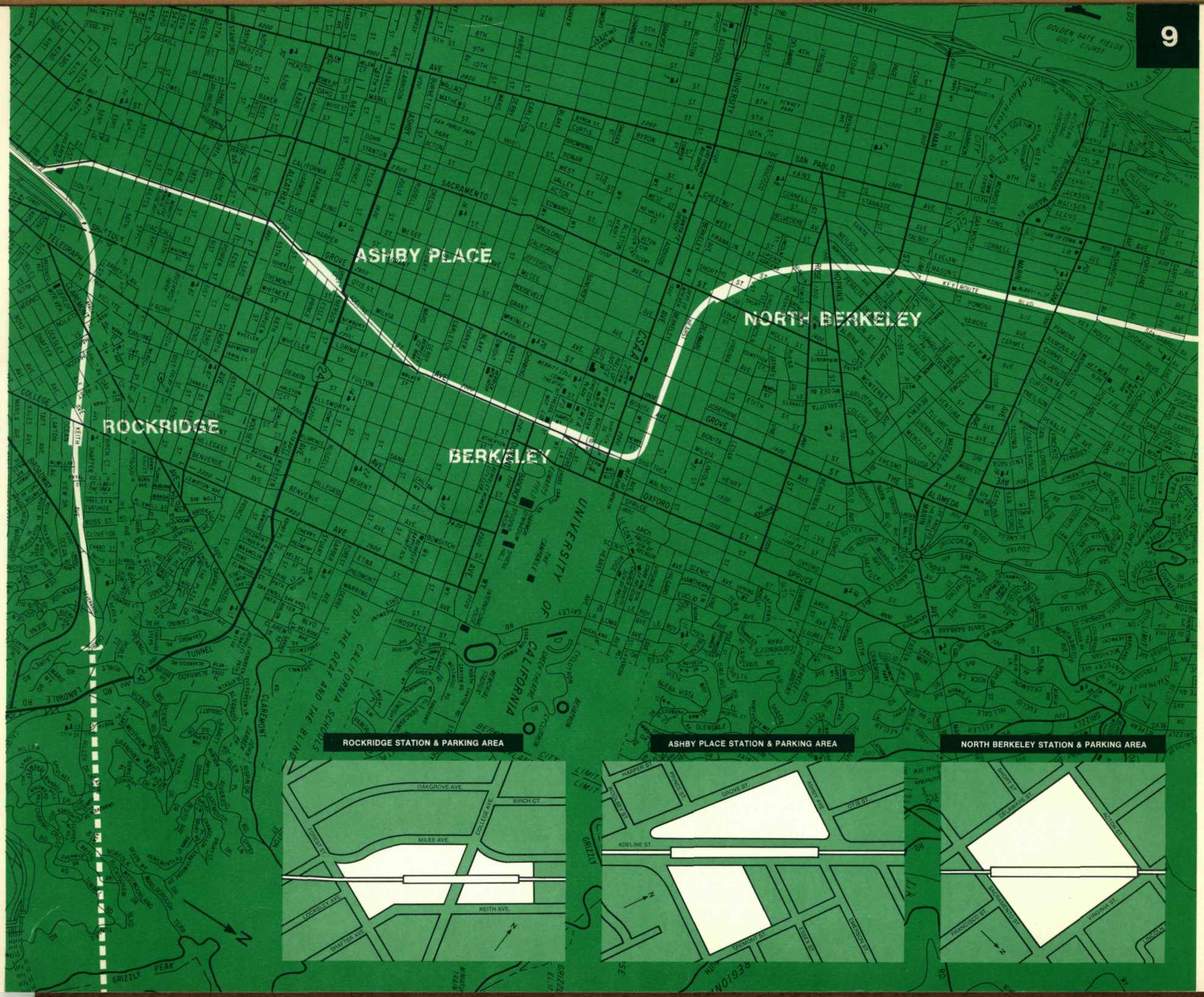
SAN LEANDRO BAY

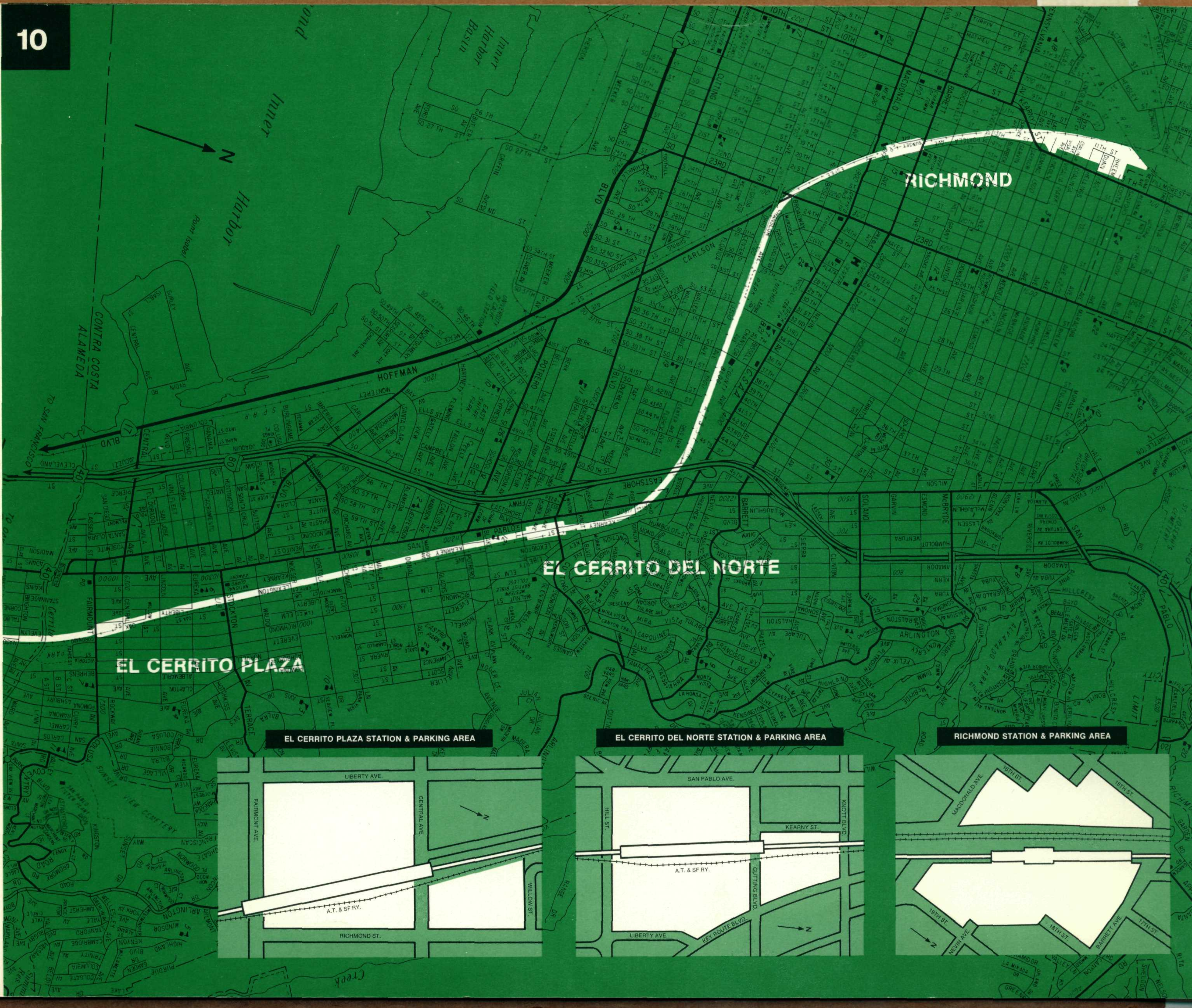

COLISEUM STATION & PARKING AREA
SAN LEANDRO STATION & PARKING AREA
HAWLEY ST.
SNELL ST.
SAN LEANDRO ST.
HEGENBERGER EXPRESSWAY (TO BE BUILT)
CARPENTIER ST.
SAN LEANDRO BLVD.
MARTINEZ ST.
DAVIS ST.
W. ESTUDILLO AVE.
W. JOAQUIN AVE.
W. JUANA AVE.
PARROTT ST.
SAN LEANDRO
COLISEUM
OAKLAND-ALAMEDA CO COLISEUM
NIMITZ
FREEWAY
HEGENBERGER
DOOLITTLE
San Leandro
Airport Channel
LEW GALBRAITH GOLF COURSE
CALIFORNIA SPEEDBOAT ASS'N.
EARHART
East Creek
SAN LEANDRO BAY

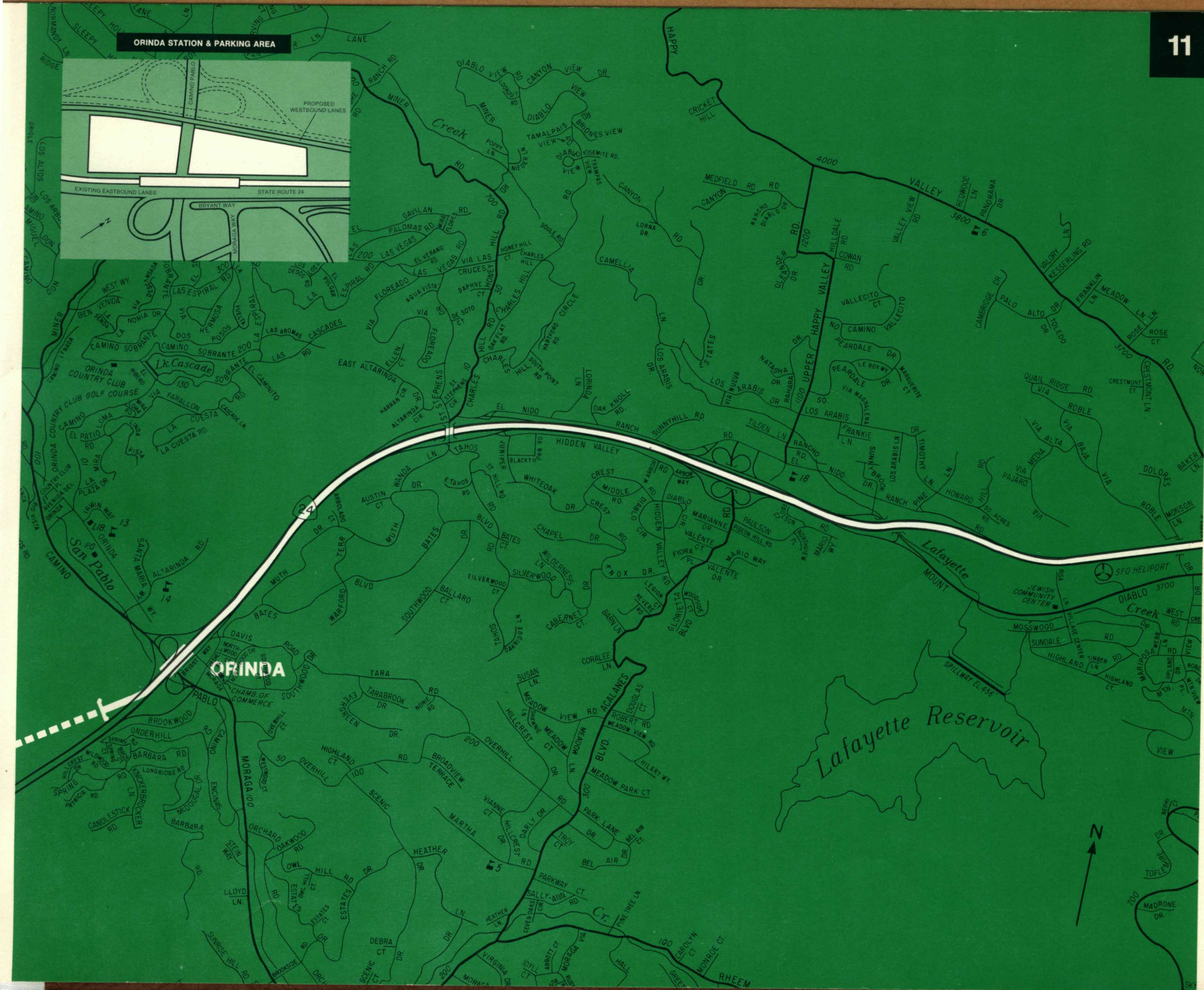

BAY FAIR
E. 14TH
MISSION
FOOTHILL
HESPERIAN
WASHINGTON
FREEWAY
LAKE CHABOT
CASTRO VALLEY
FAIRMONT HOSPITAL
ALAMEDA COUNTY PROBATION DEPT. (JUVENILE INSTITUTION)
BAY FAIR STATION & PARKING AREA
BAYFAIR DRIVE
(FLOOD CONTROL CHANNEL)
BERTERO
WAGNER ST.
HESPERIAN BLVD
GOLF COURSE SERVICE

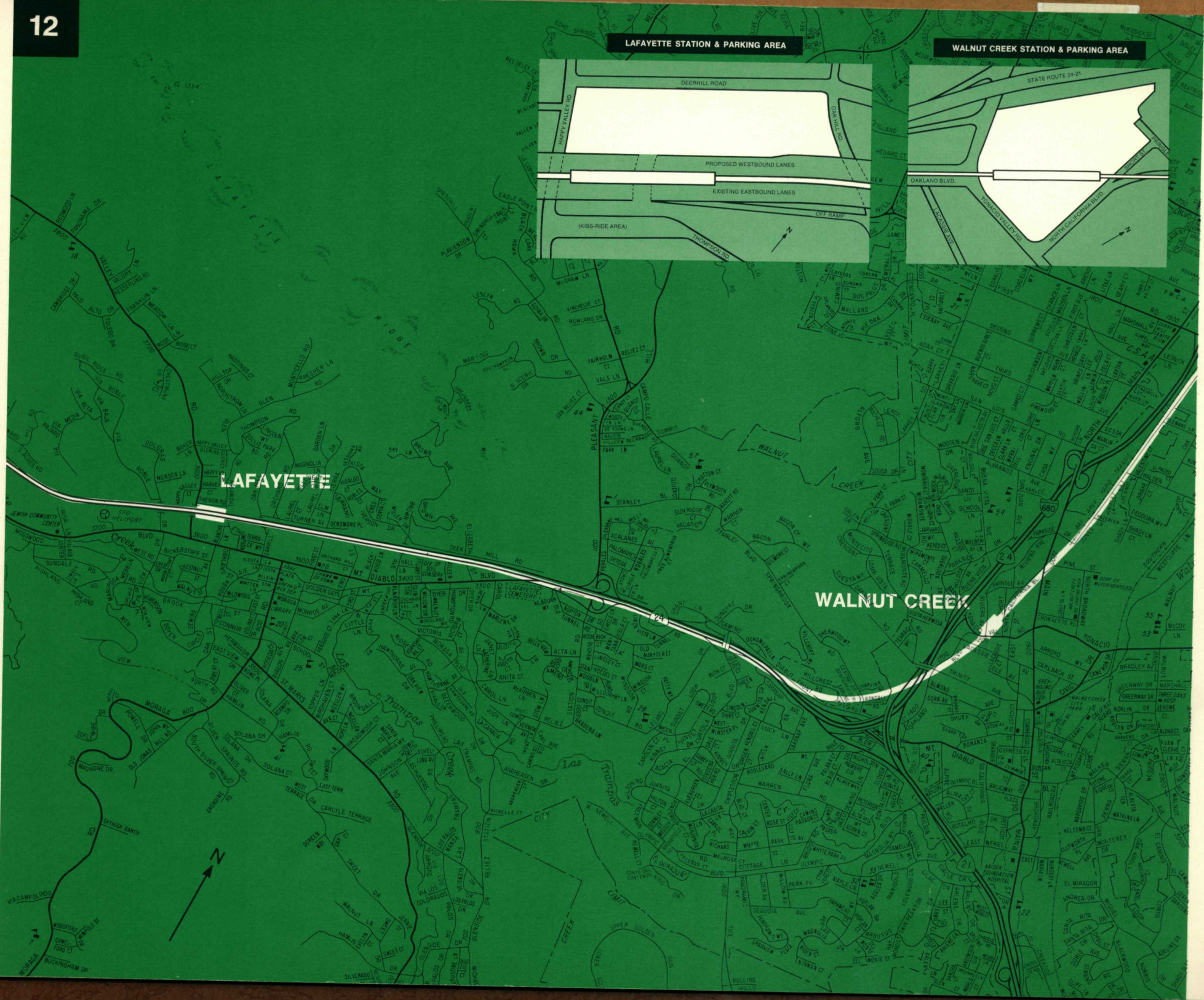

HAYWARD
SOUTH HAYWARD
MISSION
HAYWARD STATION & PARKING AREA
SOUTH HAYWARD STATION & PARKING AREA
ATHERTON ST.
MONTGOMERY ST.
SUTRO ST.
GRAND ST.
EAST 19TH ST.
EAST 12TH ST.
EAST 11TH ST.
EAST 10TH ST.
DIXON ST.
TENNYSON ROAD
W. P. R. R.


UNION CITY
FREMONT
MISSION BLVD.
238
84
NILES ROAD
DECOTO RD.
FREMONT BLVD.
PERRY RD.
ALVARADO-NILES
Alameda Cr.
Dry Cr.
UNION CITY LIMIT
FREMONT CITY LIMIT
SHINN HISTORICAL PARK
W.P.R.R. STATION
MASONIC HOME
CITY HALL
PASEO PADRE PKWY
MOWRY AVE.
PERALTA BLVD.
WILLIAMS HIST. PARK
PRESBYTERIAN CEMETERY
SULLIVAN UNDERPASS
UNION CITY STATION & PARKING AREA
12TH ST.
W.P.R.R.
DECOTO ROAD
FREMONT STATION & PARKING AREA
(FUTURE FREEWAY)
(ON RAMP)
MOWRY AVE
PARKSIDE DRIVE


ASHBY PLACE
NORTH BERKELEY
ROCKRIDGE
BERKELEY
ROCKRIDGE STATION & PARKING AREA
ASHBY PLACE STATION & PARKING AREA
NORTH BERKELEY STATION & PARKING AREA


RICHMOND
EL CERRITO DEL NORTE
EL CERRITO PLAZA
EL CERRITO PLAZA STATION & PARKING AREA
LIBERTY AVE.
FAIRMONT AVE.
CENTRAL AVE.
A.T. & SF RY.
RICHMOND ST.
WILLOW ST.
EL CERRITO DEL NORTE STATION & PARKING AREA
SAN PABLO AVE.
HILL ST.
KNOTT BLVD.
KEARNY ST.
A.T. & SF RY.
CUTTING BLVD.
KEY ROUTE BLVD.
LIBERTY AVE.
RICHMOND STATION & PARKING AREA
MACDONALD AVE.
16TH ST.
15TH ST.
19TH ST.
18TH ST.
17TH ST.
NEVIN AVE.
BARRETT AVE.
HOFFMAN
CONTRA COSTA
ALAMEDA
EASTSHORE
Inner Harbor
Inner Harbor Basin


ORINDA STATION & PARKING AREA
PROPOSED WESTBOUND LANES
EXISTING EASTBOUND LANES
STATE ROUTE 24
CAMINO PABLO
BRYANT WAY
MORAGA WAY
ORINDA
CHAMB. OF COMMERCE
ORINDA COUNTRY CLUB
ORINDA COUNTRY CLUB GOLF COURSE
Lk. Cascade
San Pablo
Creek
Lafayette
Lafayette Reservoir
SPILLWAY EL 456'
SFO HELIPORT
JEWISH COMMUNITY CENTER
HAPPY VALLEY
UPPER HAPPY VALLEY
MINER RD
EL NIDO RANCH RD
HIDDEN VALLEY
DIABLO BLVD
MOUNT DIABLO
ACALANES BLVD
MORAGA 100
BATES BLVD
RHEEM
24
N

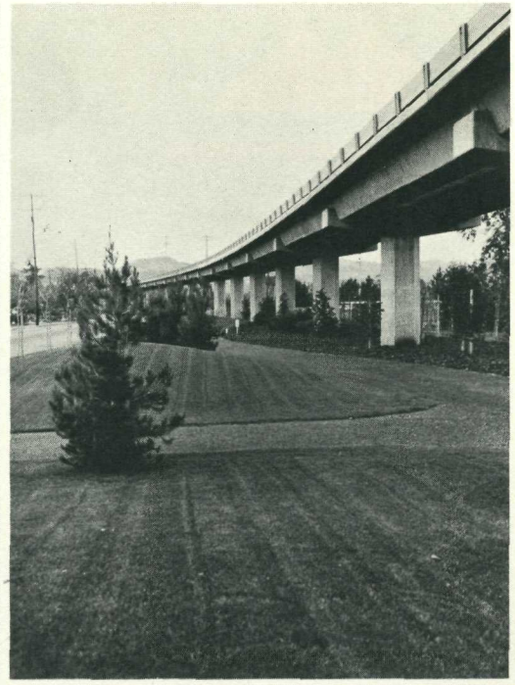

LAFAYETTE STATION & PARKING AREA
DEERHILL ROAD
HAPPY VALLEY RD.
OAK HILL RD.
PROPOSED WESTBOUND LANES
EXISTING EASTBOUND LANES
OFF RAMP
(KISS-RIDE AREA)
THOMPSON RD.
WALNUT CREEK STATION & PARKING AREA
STATE ROUTE 24-21
OAKLAND BLVD.
WIMARIO VALLEY RD.
NORTH CALIFORNIA BLVD.
LAFAYETTE
WALNUT CREEK
N


PLEASANT HILL STATION & PARKING AREA
BARTD ACCESS
LAS JUNTAS RD
GEARY RD
DEL HOMBRE LN
S.P.R.R.
CONCORD STATION & PARKING AREA
OAK ST
GRANT ST
SUNSET AVE
MT. DIABLO ST
PARK ST
EAST ST
OAKLAND AVE
LAGUNA ST
PROSPECT
ATLANTIC
PACIFIC AVE
CLAYTON RD
CONCORD
PLEASANT HILL
MONUMENT
WILLOW PASS
SALVIO
CLAYTON
OAK GROVE
TREAT
WALNUT
GEARY
CONTRA COSTA
BUCHANAN GOLF COURSE
PLEASANT HILL COUNTRY CLUB
680
24

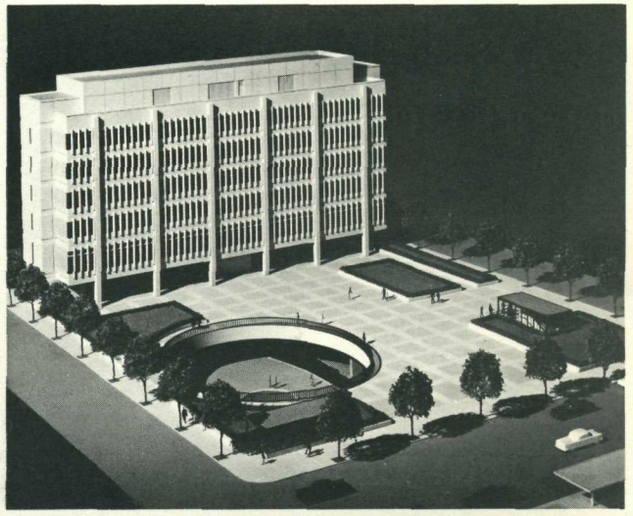
PASSENGER TRAIN INTERIOR

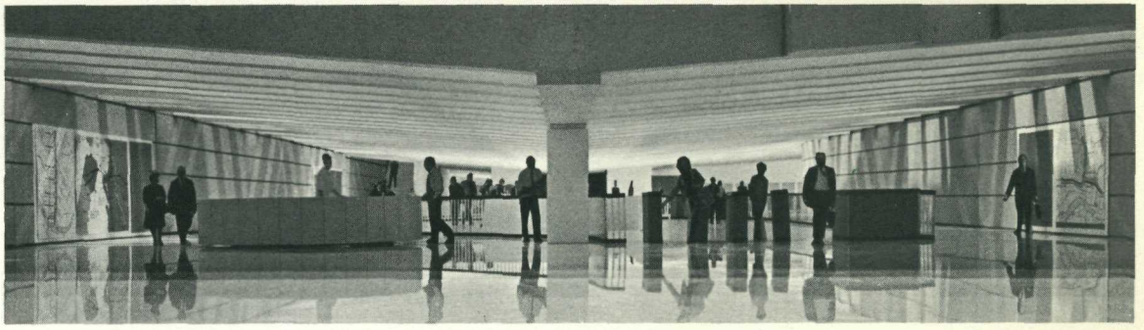
AERIAL STATION AND PARKING AREA

LANDSCAPED AERIAL TRANSIT LINE

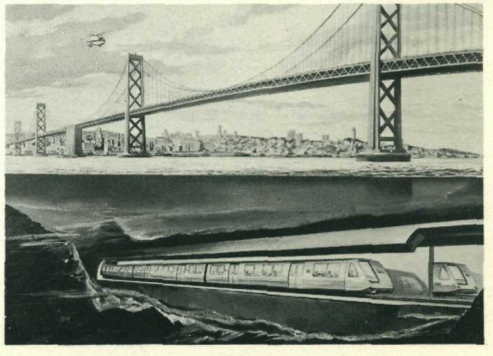


TRAIN OPERATIONS CENTER AND SUBWAY STATION





SUBWAY STATION MEZZANINE



TRANS-BAY TUBE

A NEW KIND OF TRANSIT

The Bay Area Rapid Transit system is the first urban transit system designed specifically to compete in attractiveness with the private automobile. Its standards of service—speed, comfort and travel convenience—are intentionally high to insure diversion of thousands of peak-hour commuters from the region's streets and freeways—providing relief from auto congestion.

RAPID TRANSIT ROUTES

There are 75 miles of routes on the Bay Area Rapid Transit system, extending along the natural regional travel corridors in the central counties of Alameda, Contra Costa and San Francisco. They include 19 miles of subway lines, 27 miles of surface lines, 25 miles of modern aerial lines, and a four-mile-long underwater Trans-Bay Tube. The subway lines are situated for convenient delivery in the dense downtown areas of San Francisco, Oakland and Berkeley.

The system has 37 passenger stations, also located to provide easy accessibility—yet spaced an average distance of more than two miles apart to allow desired high travel speeds. All 23 suburban stations are equipped with commuter parking facilities (possessing a total capacity for over 16,000 automobiles), as well as transfer facilities for bus passengers.

BART rail lines are completely grade-separated to prevent interference by other types of traffic. Provisions have been made in their design for future route extensions into other Bay Area cities and counties.

TRANS-BAY TUBE LINK

Vital link in the entire rapid transit network is the four-mile underwater Trans-Bay Tube—longest of its type in the world. It will provide a direct travel connection between downtown Oakland and downtown San Francisco, through which BART passengers will speed across the floor of the bay in less than eight minutes. The tube is being fabricated from 57 steel-and-concrete sections, individually lowered into a trench on the floor of the bay and then covered with a protective layer of backfill. At its maximum depth the tube will rest 130 feet below the surface of the water.

ESTHETICS AND PASSENGER COMFORT

More than a dozen Bay Area architectural firms have been engaged to custom-design the rapid transit stations—in an effort to achieve both esthetic excellence and an individuality of appearance that will enhance the particular communities in which the stations are located. Equally important is landscape design: In some communities entire new linear parks are being created along the BART transit route.

Passenger comfort is epitomized in the design of the BART vehicle. The car will possess such advanced new features as wide cushioned seats, spacious aisles, tinted glass windows, carpeted floors, pleasant interior colors and lighting, and an air-conditioning system that will adjust to all temperature variations in the Bay Area.

A special test track program—co-financed by the U.S. Department of Housing and Urban Development—will assure improved designs for such important equipment items as the car suspension system, propulsion system, brakes, wheels, train control system, and roadbed facilities.

AUTOMATIC TRAIN OPERATION

A fully automatic train control system—first in the world—is being developed to assure maximum safety and operating efficiency on the BART network. It will monitor and adjust train speeds, control stops and starts, open and close doors, and maintain safe spacing between trains.

By eliminating dependence upon human reaction times, this fail-safe electronic system will allow onboard train attendants to carry out more important supervisory and communications duties, and to provide passenger assistance.

ELECTRONIC FARE COLLECTION

Another innovation is the BART fare collection system. It will combine the convenience of self-service operation with the equity of a graduated fare structure—permitting riders to pay according to the exact distance traveled. Magnetically-coded tickets will be used to actuate the passenger gate at the beginning and end of each trip, and the appropriate amount will be subtracted automatically from the value of the ticket. Both single and multiple-fare tickets may be purchased from specially-designed vending machines in every station.

SCHEDULE FOR SERVICE

Present construction schedules provide for the start of passenger service on the BART line between Hayward and North Oakland in the fall of 1969. By late 1970, Trans-Bay Tube operation will begin, together with transit service through downtown San Francisco to Daly City. In the same year service will commence on the Central Contra Costa County line to Concord and on the East Bay extension to Berkeley and Richmond.

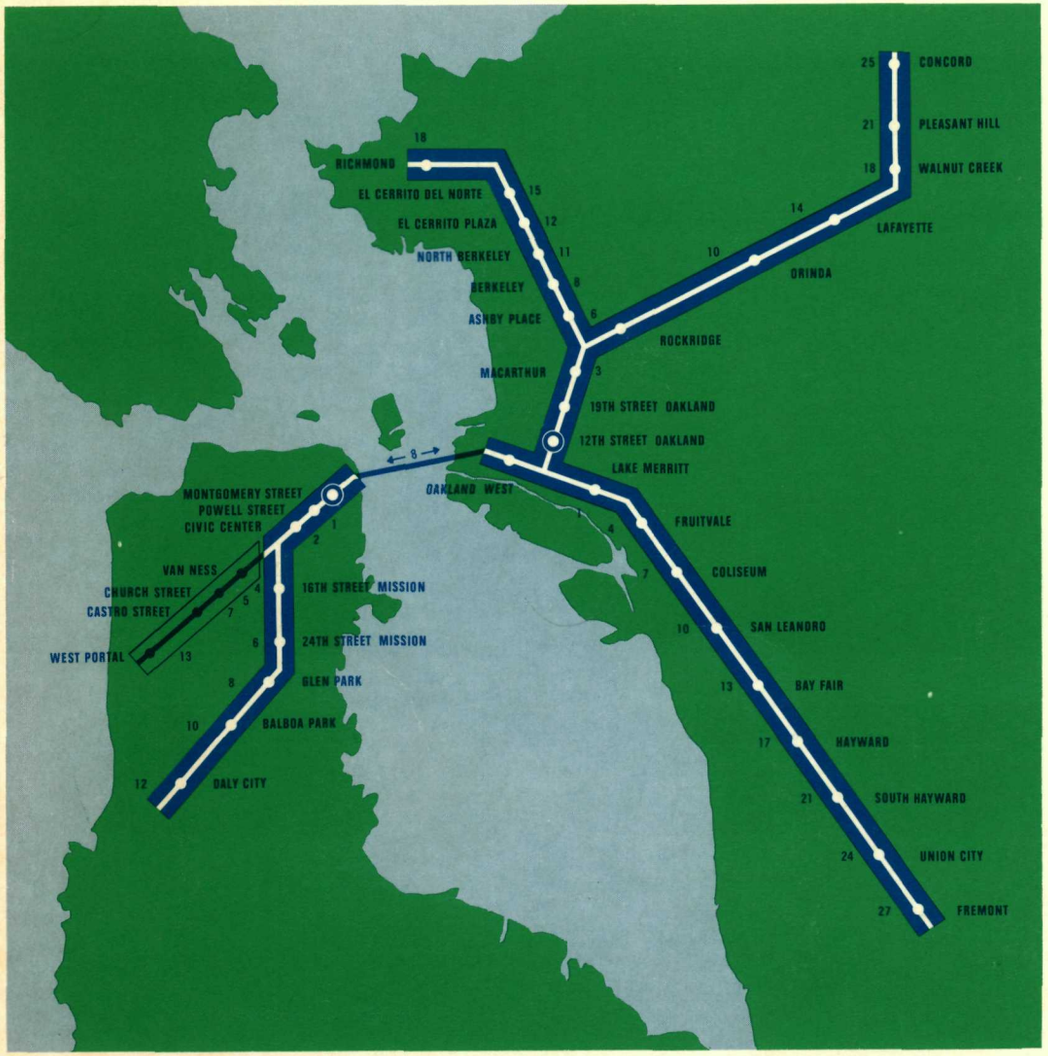
Final portions of the BART 75-mile network will be placed in operation by 1971, including the Southern Alameda County line between Hayward and Fremont and the streetcar subway extension in San Francisco.

ADDITIONAL INFORMATION

Station and parking locations are accurate as of July, 1967, and are subject to minor changes in final design. For further information regarding the Bay Area's rapid transit system write BART, 814 Mission Street, San Francisco, California 94103, or telephone 986-1818, area code 415.

SYSTEM OPERATIONAL REQUIREMENTS:

- 80-mile-an-hour top speeds.
- 50-mile-an-hour average speeds, including stops.
- Minimum 90-second intervals between trains.
- Maximum 20-second station stops.
- Capacity for 30,000 seated passengers per hour on each track.
- Absolute safety provisions.
- Smooth, quiet train operation.
- Convenient bus and automobile transfer facilities.



BAY AREA RAPID TRANSIT PEAK-HOUR TRAVEL TIME IN MINUTES

10M—7-67